

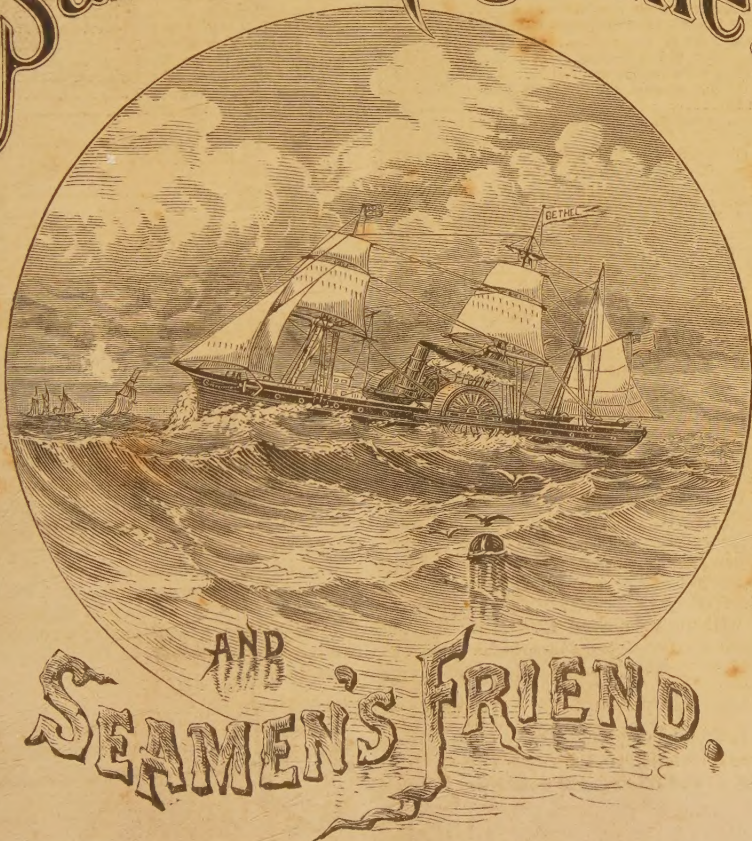
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THE

Sailors' Magazine,



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CONTENTS.

MAGAZINE.	PAGE	MAGAZINE.	PAGE.
A Biographical Sketch of John Byrne, Sailor Missionary.....	1	Denmark, Odense.....	20
The Sure Refuge.....	5	Italy, Genoa.....	21
Thy Judgments are a Great Deep.....	5	Norfolk, Va.....	21
The Signal Service.....	7	Wilmington, N. C., and Charleston, S. C.....	21
The New Shipping Act Valid.....	9	Savannah, Ga.....	21
Shipment of Seamen Coastwise.....	10	Pensacola, Fla.....	22
Deserting their Ships.....	11	New Orleans, La.....	22
Western River Improvement.....	11	Buffalo, N. Y.....	22
An Ocean Ferry.....	12	New York—Report of Rev. Ola Helland.....	23
The Rapids of the St. Lawrence.....	13	C. A. Borella's Report.....	24
Distribution of Naval Medals.....	13	Dr. John Hall's Christmas Talk to Sailors.....	25
An Explosion on the Sun.....	14	To Life Members and Directors.....	25
How the Niagara Suspension Bridge Stands the Test of Time.....	14	The New Life-Saving Stations.....	25
American Shipbuilding.....	14	A Chapter of Marine Casualties.....	26
A Ship's Swing Room.....	15	Sailor's Home, New York.....	26
A Girdle Round the Earth in Forty Minutes.....	15	Colored Sailor's Home, New York.....	26
Interesting Meteorological Discovery.....	15	Position of the Planets for January, 1873.....	27
Effect of a Lightning Shock.....	16	Disasters in November, 1872.....	27
A Quotation Suggested by the Boston Fire.....	17	Receipts in November, 1872.....	27
What Prayer Can Do.....	17		
A Tribute to Unobtrusive Worth.....	17		
Work and Wait.....	18		
1873—Our Work as it Lies Before Us.....	19		
Correspondence, Reports, &c.....	20		
Norway, Christiana.....	20		
Sweden, Helsinborg.....	20		

LIFE BOAT.

The Light-House.....	29
Library Reports.....	30
Good News in the Bible.....	81
"For Charlie's Sake".....	32
The Unselfish Sailor Boy.....	32
My Mother's Friend.....	32

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, *upon an annual request for the same*. POSTAGE in advance—quarterly, at the office of delivery—within the United States, *twelve cents a year*.

THE SEAMEN'S FRIEND

Is also issued as an eight page monthly tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money *but always in a REGISTERED letter*. The registration fee has been reduced to *fifteen cents*, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. All Postmasters are obliged to register letters whenever requested to do so.



Vol. 45.

JANUARY, 1873.

No. 1.

"THE MEMORY OF THE JUST IS BLESSED."

A BIOGRAPHICAL SKETCH OF JOHN BYRNE,
SAILOR MISSIONARY.

BY A CHAPLAIN.

I became acquainted with John Byrne as near as I can recollect in the year 1856 or 1857, shortly after his advent to New York, and about the time that he entered upon his missionary work among seamen. But my intimacy with him commenced from the time of his engagement at the Old Slip noon-day prayer meeting. Here we often met and compared notes. Here our souls were knit together in bonds of holy love. For such was the amiable and child-like spirit of the man, that to know him was to love him.

These brief interviews of the noontide hour, sanctified, as they were, by prayer and holy communion, resulted in the cementing of a friendship which continued till he was called to his Father's house above, and will be renewed, I doubt not, when we shall meet in that better land. The duties of

his field of labor as a missionary at large among seamen, and of mine as pastor of the Mariner's Church, threw us often together, and, whenever, on the heaving sea of our busy life, we crossed each other's track, we were always sure mutually of a friendly hail. In the Old Slip meeting, at Fulton street, on board the *North Carolina*, along the wharves, in the lecture-room, in the prayer meeting, John was always the same cheerful, affectionate, unselfish and unsectarian brother. And often—how often! I have been comforted by his clear, ringing, and hearty words of cheer, "Brother" (I wish I could transcribe his very accents), "the Lord is good! Bless the Lord, O my soul." And referring to some prayer meeting or religious privilege we had shared together, he would say, "Oh, but we had a precious meeting! The Lord Jesus

was there. Ah, my brother, He is always sure to his promise. Glory be to God!" His heart seemed to be always full and running over with the love of God. He was a happy Christian, though seldom free entirely from bodily pain, and his happiness often found expression in sacred song. He was a sweet singer in our Israel. He would frequently, when we met, break out into a stanza of one of our favorite hymns. If troubles and trials were the topic of conversation, he would sing:

"In heaven above where all is love,
There'll be no sorrow there."

Or if opposition to our work threw us into sympathy with each other, he would sing:

"We'll stand the storm, it won't be long,
We'll anchor by and by."

Or if, as was sometimes the case, his own physical infirmities formed the subject of our conversation, he would sing in his clear, sweet voice,

"I'm a pilgrim, and I'm a stranger,
I can tarry, I can tarry but a night."

Or,

"My days are gliding swiftly by," etc.

* * * * *
"For O! we stand on Jordan's strand,
Our friends are passing over;
And just before the shining shore
We may almost discover."

And then his eye would light up with an almost unearthly brightness, as if he really saw already the shining ones; and with a peculiar motion of the foot he would seem, in imagination, to be actually treading the golden strand.

John had a kind, sympathizing word for every body. His heart was never closed to the appeal for aid. He has often made the widow's heart to sing for joy as a result of his timely benefactions. The poor lost a friend when he was taken away. Sometimes he was deceived and taken in, and then he would weep—not over the money given away, but over the degeneracy of

the soul, of which such deceptions were the index. But never did the deception of one lead him to discard another. He judged every case on its own merits. He went on the principle always that "good words cost nothing," and he was consequently never niggard of them. His bitterest enemy—if he had an enemy—was sure of a kind word, at least.

His religion never permitted him to be melancholy. He was always in a good mood. And even if sad, for any reason, he suffered not his sadness to dampen his joyous and happy temper. He was not without his anxieties and cares; nor can it be said that he was never compassed with difficulties. To say this were to dehumanize the man. He had cares, he had difficulties, he had afflictions and sorrows, and causes for grief, but they were never known to stop his singing. He would, in his saddest hours, reveal the undercurrent of his joy, by singing:

"Let cares like a wild deluge come,
And storms of sorrows fall,
So I but safely reach my home
My God, my heaven, my all."

His life had its dark side—as who's has not? Yet he was wont to look at its bright side, so that if he had not been a Christian, he might have been styled a 'laughing philosopher.'

No man could fail to appreciate the value of religion as a comforter who formed his opinion of it from the happy life of John Byrne. He was unsparing of his labor, and unselfish in his motives; he loved to do good, and like his Divine Master, "went about" with that end in view. He asked not what men deserved, but what they needed. His spirit was emphatically a missionary spirit. At home or abroad, at sea or ashore, his desire was to win souls for his Master. To him

every soul was unspeakably precious, and every one saved was a new gem in the diadem of his Redeemer's glory. That spirit seems to have been born in him when he was born again. He has often told me, with deep fervor, how, when God, for Christ's sake, accepted him; and when he first felt the Saviour's love filling his own redeemed soul, he went alone under the bows of the launch, on board the U. S. S. *Vincennes*, and prayed the Lord to give him "*one kid to make merry with his friends*;" and how, when God gave him that one, the two then pleaded the promise, "*If two of you shall agree on earth as touching anything that they shall ask, it shall be done for them of my Father who is in heaven.*"

His was a filial soul. He loved to think of God as his Father, and therefore always went boldly to the throne of grace, and knocked at the door of heaven with the air of a child at his Father's house, where he expected a genial welcome, rather than with the timidity of a beggar who was uncertain of the nature of his reception. This will account, in a large measure, for his success in "winning souls," in which matter he was truly wise.

His ways were winning. "He opened his mouth with wisdom, and in his tongue was the law of kindness." Even reproofs, therefore, were kindly received when he administered them. Many a sailor has carried to sea with him impressions of duty which he never felt until they were urged upon him for the first time by our deceased brother, with whom religion had always a genial aspect. He had, withal, a keen mother wit, which sometimes sparkled in his conversation, but which was never permitted so to manifest itself as to

deteriorate from the high moral tone which characterized his life. If used at all, it was made to subserve the interests of his Lord, and was always in line with his prevailing desire to glorify Him. I remember once that a person asked him—John, where were you born? He replied, with a pleasant and playful expression on his countenance, Do you mean the *first* time? I was born twice; the *first* time in old Ireland. But I was "*born again*" under the American flag on board the U. S. frigate *Vincennes*.

There are many who were more directly engaged with him than I was, and who can give many more of the incidents which illustrated his character, and illuminated his life. I will give but one—which may have escaped others—and with this will close.

In one of his walks along the wharves of New York in 1857, John Byrne met a sailor who was expecting to sail in a few days for California. In his Christian faithfulness our brother urged upon him the duties he owed to his own soul, as well as to God, and begged him to seek Christ as his Saviour, and seek through Him the pardon of his sins. He went to sea without any marked Christian character. But while on the deep, the good seed took root, and springing up, brought forth fruit to the glory of God. On reaching San Francisco, he left the ship and joined one of our revenue cutters. By this time, however, he was fully confirmed in his Saviour's love, and prepared to witness for him, through evil report and through good report. He found, however, that Satan's seat was in the cabin as well as in the fore-castle; in the cutter as well as in the ship. Nevertheless, he determined, by God's help, to be faith-

ful to Him who had called him "out of darkness into his marvellous light," and resolutely set himself to do his Master's work. His shipmates made fun at his religion, mocked him and cursed him. But he clung to the cross, diligently read his New Testament, and gave himself unto prayer. In six months of trial and persecution no good fruits appeared, yet he kept the even tenor of his way. At length, however, one of the most violent of his persecutors, who had witnessed his patience and faithfulness, and his devotion to his little book, became troubled in his mind, and seeing Fred reading his New Testament one night, by the light of the battle lantern in the 'tween decks, he resolved to "join himself to him." Drawing near, he said to him, "Fred, you seem to take great comfort in that little book." Fred at once began to preach Christ unto him, that He is the only Saviour of sinners. The result was, the man repented of his sins, and gave his heart to God. This was the beginning of a work of grace on board the cutter, and many of the crew were born again, and blessed the day that Fred became their shipmate, and taught them out of his little book the way of eternal life. Some time after this, a Danish sailor came to my house in New York, and expressed a desire to join my church. On inquiry I learned that he had passed from death unto life. He then told me how, away off in the Pacific, on board a revenue cutter, Fred had been the means of his conversion. "Now," said he, "I have come here to join the church; then I am going home to Denmark to tell my people what God has done for my soul. Oh, this is a different religion to what they have there; I want to go and tell them about Christ." He

sailed soon after to preach Christ in Denmark.

Shortly afterwards, another sailor came from the same vessel with a similar story. He was a Norwegian. He joined the church on a profession of his faith in Christ, went to Norway on the same errand as his shipmate of the cutter who had preceded him to Denmark, to tell his friends of the new light which had dawned upon his soul. Fred's life and Fred's New Testament had been blest to him also. He, too, had learned the way of life under his tuition. Yet once more. In a few weeks there came a third sailor, a Swede, who like the others, brought the same glad tidings of the influence of Fred and his New Testament. He wished to join the church. But as the vessel in which he desired to return sailed before our communion Sabbath came round, he did not wait, but sailed for Sweden to tell his friends that he had been born again. Here, then, was the drunken marine, John Byrne, become a sailor's missionary. He is made the means, in the hand of God, of the conversion of the sailor Fred, who again becomes the honored instrument of bringing his three shipmates to Christ, on the berth deck of the Revenue cutter *George Lane*, on the Pacific coast, all of whom went home to their respective countries to make Jesus known to their countrymen as the friend and Saviour of sinners, and all this is traceable to a copy of the New Testament, put into the hands of our deceased brother by Rev. S. C. Damon, on board the U. S. frigate *Vincennes* on the Pacific Ocean, years before. Is not this good soil to sow in? Is not the bread-corn cast on the waters found after many days? Had brother Byrne's influence ceased here, we must have

written "successful" after his name. This, however, was not a tithe of the results of his efforts in the service of the Master. He now has ceased from his labors, but his works follow him. "He *being dead, he yet speaketh.*"

The Sure Refuge.

"Him that cometh unto me I will in no wise cast out," were the words which proved the refuge to Mr. Brownlow North. They have proved a refuge to many in all ages. An eminent divine, upon his death-bed, said to a brother clergyman who was with him: "In spite of all I have written, and all I have preached"—preachings and

writings for which hundreds would bless God to all eternity—"there is but one thing which gives me comfort now, and it is this word: 'Him that cometh unto me I will in no wise cast out.' Do you think I may venture my soul upon that promise?"

"If you had a thousand souls," returned his friend, "you might hang them all on this one word."

"It is now twenty years," said the dying believer, "since the Lord first drew me to Himself, and on looking back, I can thank Him that I am not without evidence of being His; but you might strip me of every evidence, and I could venture into eternity resting on Christ."

"THY JUDGMENTS ARE A GREAT DEEP."

FROM A SERMON.—BY REV. CHARLES E. HART,

Pastor of the North Ref. Church, Newark, N. J.

The great deep to which the Psalmist refers is the ocean. The ancients seized upon depth as the most characteristic feature of the ocean. And so it is. It is not the expanse we most feel. It is the depth. Very little of the expanse is seen at one time, and that little is defined by a sharp outline, and that is deprived of its power upon the sight by the absence of intervening objects and the immediateness of its contact with the eye. The eye although out upon the great and wide sea feels shut up in bounded space. The dim light of twilight or moonlight which obscures the horizon in preventing the arrest of the vision, allows the imagination to carry the mind on

into limitless expanse when the sight grows weary. Then we feel the extent which in broad daylight is bounded. But the depth which we do not see, and which is less a sensuous than an intellectual impression—a feeling of the imagination—is therefore so much the more impressive. It is fathomed by thought which infringes upon no bottom.

We are apt to conceive of the ocean as a vast waste, and the mind with such a conception has often been perplexed at the great proportion of the earth's surface it covers. It has been classed with the sandy deserts. But water is one of the most important elements in our world. Upon water all

forms of life depend. Abana and Pharpar convert the sandy desert into a luxuriant Damascus, and the Euphrates turns the plains of Babylonia into most fertile grain-fields. The ocean is the great reservoir of this precious fluid. It will not require a very great stretch of the scientific imagination to trace the verdure of the fields, the fruitage of the orchards, and the golden grain of the prairies, up through the clouds and down into the depth of the dark waters, or to imagine its waves breaking into harvests. The ocean is not only a world in itself, with vast variety of temperature, mood, scene, and life, but it is the vast reservoir of the multiform life upon the land. Some ancient philosophers made it the primeval and crude form of existence. Pantheists have used the ocean as a figure of absolute being unfolding into particular existences. The dark abyss of being issues into the universe like the wave and returns into itself like the subsidence of the wave into the deep. God rises into the universe and sinks back into himself. If you have ever watched a wave you will appreciate the fitness of the figure to set forth this Pantheistic notion. The heavy, dark water rises, breaks and turns into the very opposite form of itself—the light, foamy crests, and that comes back into dark, heavy water again.

But the great deep may be adopted by the Christian philosopher to express his idea of the universe

as the unfolding of the ideas, thoughts, decrees, or, in David's language, judgments, in a word the mind of God. The mind of God is a great deep. "Eye hath not seen, nor ear heard, neither have entered into the heart of man the things which God hath prepared for them that love Him. But God hath revealed them unto us by His spirit: for the spirit searcheth all things, yea the deep things of God. For what man knoweth the things of man, save the spirit of man which is in him? even so the things of God knoweth no man but the spirit of God."

"Deep in unfathomable mines
Of never failing skill
He treasures up His vast designs."

Oh! the depth both of the wisdom and knowledge of God.

How unsearchable are his judgments!

The providences of past history are but partial unfoldings of his revealed designs, and these revealed designs are but parts of one vast design which relates to immensity and eternity. "Lo, these are parts of his ways, but the thunder of his power who can understand it." Only eternity in unfolding all the bearings of each event of our lives can disclose the depth of the decree of the invisible mind whence it issued.

"His purposes will ripen fast
Unfolding every hour."

Every particular providence partakes of the depth of the one vast design of which it forms a part and has therefore eternal and lim-

itless bearings which shall appear in the progress of events. What a glorious conception of the universe have we in this thought. Mind is the primeval substance, the foundation and cause of all finite existence—itself infinite, the ocean, the depth out of which all things issue.

The universe is full of thought and meaning. It is the reality of an eternal idea, the unfolding of manifold wisdom. The mystery of God's great purpose arises from no artful concealment, but from the vastness of the design which exceeds human comprehension.

THE SIGNAL SERVICE.

The Chief Signal Officer reports that instruction in military signalling, telegraphy, and the duties of the service in relation to practical meteorology has been continued during the year at the school of instruction at Fort Whipple, Va., upon the plan related in his last annual report. A principal duty of the school has been the drill and instruction of the observer sergeants and the assistant observers for the signal service. In the preparations for these duties each man is required to enlist in the signal detachment at Fort Whipple as a private soldier, and to pass afterwards a preliminary educational examination before he is put under especial instruction. He is then given some knowledge of the theories of meteorology, and is taught the practical use of the various instruments, forms, &c., in use at the several stations of observation, while he is practised at the same time in his regular drills of the service. When considered competent as an assistant he is ordered as an assistant observer to a station, where, in addition to perfecting himself in the practical details of the duties at the station, he continues his studies, reciting regularly to the observer-sergeant in charge. A service of six months in this capacity renders an assistant eligible as a candidate for pro-

motion. He may then be ordered back to the school to review his studies, and to appear for his final examination before a board of officers appointed for the purpose.

Since the date of the last annual report ten additional stations have been established within the United States. Reports are had by a comity of exchange from the seven stations established within the same period in the Dominion of Canada. The total number of stations at which observations are now made, and from which reports are received, is seventy-two. Fifty stations have been thoroughly inspected during the year. The irregularities discovered and corrected demonstrate the necessity of at least two careful inspections of each station in each year. The inspections are yet in progress. Official applications for the establishment of one hundred and thirteen new stations have been received. From a detailed report of the operations of each of the established stations it appears that during the year there have been issued and distributed at the different lake, sea-coast, and river ports, and in the inland cities, a total number of bulletins, maps, &c., as follows:

Total number of bulletins.....	187,617
Total number of maps.....	263,533
Total number of press reports.....	50,878

The tri-daily "synopsis" and "probabilities" have been regularly furnished to the several press associations, and through them to the newspaper press throughout the country. The wide diffusion given these reports by the relations established by the office with the press is evidenced by the fact that it is estimated, computing the number of copies published at each edition of each newspaper in which reports or bulletins have appeared, the aggregate number of copies of the reports furnished from this office which have been laid before the public has reached a total of 30,000,000. This extensive publication has been without cost to the United States.

The lateness of the hour at which the night telegraphic reports are received has rendered it sometimes impossible to furnish the official deductions from the reports in time to be telegraphed East and West from New York, to reach the various cities in the Northern and Western portions of the United States before the morning papers have been sent to press. This difficulty has led to a change in the time of making and transmitting the night reports from the hour of thirty-five minutes after eleven P. M. to that of eleven P. M., Washington mean time. This change was made on September 1, of this year.

Professor Cleveland Abbe, Assistant, First Lieutenant Robert Craig, Acting Signal Officer and Assistant and Professor Thompson B. Maury, Assistant, have alternated in preparing the official deductions of the office, besides performing such other duties in connection with the reduction of observations as have been found desirable.

The favorable expressions of scientific men, the popular credit given the publications of the office,

and the surprise and almost irritation exhibited if at any time they chance to be in error, as must sometimes happen, have sufficiently evidenced the skill and care these officers have manifested in the discharge of their duties.

A comparison of the tri-daily forecasts, or "probabilities," as they have been styled, with the meteoric condition afterwards reported and so far as known, has given an average of 69 per cent. as verified up to November 1, 1871. Since that date to October 1, 1872, the average of verifications has been 76.8 per cent. If regard be had to those predictions verified, within a few hours after the time for which they were made, this percentage is considerably increased. In view of the deficiency of telegraphic facilities during the year, and the great irregularities of the working, it was not anticipated that these predictions, based as they are upon the tri-daily telegraphic reports, would increase in accuracy. Whatever success has been attained must be considered an indication of what success might be with well organized and full telegraphic facilities. The difficulty of telegraphic communication with the stations was greatest, and was most seriously felt during the months of July and August. It then not unfrequently happened that the most important and wide-spread of the press "probabilities," *i. e.*, those drawn at midnight from the midnight reports, were made in the absence of any current telegraphic information at that hour due from the observers west or south of the Alleghanies. It is on this section on which the office is most dependent for the intelligence which suggests the meteoric changes impending in the Eastern, Middle, and Southern States, and upon the lakes.

Three hundred and fifty-four cautionary signal orders have been issued during the year, each display of the cautionary signal at any station being considered a separate order. This signal was announced as to be shown "when-ever the winds are expected to be as strong as twenty-five miles an hour, and so continue for several hours within a radius of 100 miles from the station." The percentage of the cautionary signals verified by the occurrence within a few hours after the display of the winds described, either at the port at which the signal was exhibited, or within the radius of 100 miles from that port, is estimated to have been about 70 per cent. The instances of signals displayed, reports not verified, are those in which they have not been proven necessary at the station where exhibited. The signal is wholly "cautionary," forewarning probable danger. It has been aimed to err on the side of caution. The delays such errors may cause are retrievable; the disasters of shipwreck are not. Since the 1st of July of the present year thirty-two cautionary signals forewarning the approach of six different storms have been displayed at different ports. Of these storms five were destructive, justifying the display of twenty-eight of the signals; one in ad-

vance of which four signals were displayed was not considered dangerous.

It is not yet permitted to hope that this accuracy can be maintained. It must not be imagined that in the review of the year there are not found many errors of omission, or that warnings have been given in all instances of danger. Local storms of narrow extent, or making their march in a few hours, may pass between stations or over too few only, and are not easily traceable.

The practical results of this branch of the service, with all its errors and imperfections, can be summed, it is believed, in the statement that since the inauguration of its duties no great and continuous storm has traversed the territory of the United States, or raged along the length of its lakes, its gulf or sea-coast shores, as in their course such storms have sometimes done, without fair and general premonition given at the great majority of the points endangered to any who cared to seek or heed them.

Precision in the announcement of the approach and force of storms can be attained only by an increase in the number of stations and reports, and such control of telegraphic facilities as will insure the prompt receipt of these reports at any moment they may be desired.

THE NEW SHIPPING ACT VALID.

Geo. Koppen and Thomas Anderson were recently convicted in the United States Circuit Court, before Judge Benedict, of boarding, as "runners" for a sailor's boarding-house, a German bark, which had arrived at this port. Sentence was suspended for the purpose of allowing the prisoners' counsel to argue the constitution-

ality of the act under which they had been convicted. The argument was heard on Saturday week. In the course of a decision, maintaining the constitutionality of the Act, Judge Benedict said:

"Upon the trial of the defendant upon an indictment for the offense of boarding a vessel without permission of the master, in violation

of section 62 of the Shipping Act of June 7, 1872, it was ruled, under objection in behalf of the defense, as follows, to wit: that, First, the enactment contained in the 62d section of the act under which the indictment is framed, is a valid enactment within the scope of the power granted by the Constitution of the United States, punishable by means of an indictment and conviction in a criminal proceeding. Second, upon such conviction, by reason of the effect of the language of the 62d and 64th sections, taken together, a penalty not exceeding \$200 is to be imposed by the Court, and the offender may be imprisoned until the payment thereof, not exceeding six months. Third, it is unnecessary for the Government in such a prosecution to prove that the prisoner was not in the United States service, or was not duly authorized by law to go on board the vessel. Fourth, the proof that the prisoners were runners, employed by a person who held a license to keep a sailors' boarding-house, under the statute of the State of New York, passed March 21, 1866, did not show the prisoner to be exempt from the prohibition of the section in question. Fifth, the prisoners, by climbing from a boat upon the rail of the ship in the act of entering upon the ship, without permission given, rendered themselves liable to punishment as provided in the 62d section. Sixth, proof that the master of the ship was not on board the vessel, and that the mate then in command gave no permission to the defendants to board the vessel, and caused their arrest on the spot, was sufficient to support a conviction, in the absence of any evidence showing a permission by the master. Seventh, the offence is committed by boarding in the Bay of New York, without permission, an in-

ward-bound vessel laden with cargo to be landed at a pier in New York City, before the arrival of the vessel at such pier, although it appears that at the time of the boarding the vessel was temporarily at anchor in the bay. Eighth, considering the general language of section 62, and in view of the evil sought to be remedied thereby, and of the nature of the prohibition therein contained, the section is to be considered as intended to protect foreign vessels as well as vessels of the United States, and the fact that the vessel boarded by the prisoners was a foreign vessel is, therefore, of no avail as a defence in a prosecution under this section. These several rulings I have re-examined in the light of the argument which has been had in respect to them, and I am satisfied of their correctness. The statute in question being new, and its language in many instances inartistic and obscure, I have thought proper to submit the question raised to the consideration of the Circuit Judge, and he concurs with me in the opinion that the rulings stated are correct. There must therefore be judgment upon the verdict."

As the prisoners were poor and apparently ignorant of the law, Judge Benedict sentenced them to pay a fine of \$50, or to be imprisoned for six months. They chose the former, and were released on bail to obtain the money.

Shipment of Seamen Coastwise.

Contrary to an impression which has prevailed in some quarters, the United States Circuit Court at Philadelphia has decided that the new law in regard to the shipment of seamen applies to coastwise as well as to sea-going vessels. The

following is Judge McKenna's judgment:

"And now October 23, 1872, it appearing to the Court by the admission of James D. Idell in his answer, that he is not a Shipping Commissioner, but that he did, within the jurisdiction of this Court, assume to perform the duties imposed by law upon said officer, by shipping and engaging one Frederick W. Freeman as a seaman to go on board the schooner *J. W. Allen*, a vessel of the United States merchant marine, and that he was not at the time the owner, consignee, or master of said vessel, he is therefore adjudged to have violated the eighth section of the act of Congress of June 7, 1872, entitled "An act to authorize the appointment of shipping commissioners," &c., and it is also adjudged that he pay into the Registry of this Court within ten days the sum of fifty dollars as a penalty for each violation of the act of Congress and the costs of this suit, and in default of such payment that he be imprisoned as provided by said act.

Deserting Their Ships.

The story of the abandonment and rescue of two whaling vessels, recently reported to the New Bedford owners, shows that the time of peril is not always the time for desertion, at sea or on shore.

The whaling bark *Helen Snow* sailed from New Bedford in October, 1871, bound to the Pacific and Arctic Oceans. On the 19th of August last she was completely shut in by ice in the Arctic Sea, and was abandoned by all hands, who returned home reporting her to be lost. On the 1st of November, the same *Helen Snow* arrived at San Francisco from the Arctic, all right and tight, with forty bar-

rels of oil on board, in charge of officers and crew from the whaling bark *Jireh Perry*, who had rescued her from her icy bonds, and brought her to port as a prize.

On the 8th of August last, the whaling bark *Osceola* struck on a coral reef off the Gloriosa Islands, in the Indian Ocean, and was abandoned by her officers and crew as lost. Ten days afterwards the whaling bark *Petrel* discovered the *Osceola*, drifting ten miles to leeward of the reef on which she had struck. A boat's crew boarded the abandoned bark, pumped out the water, which was five feet deep in her hold; the *Petrel* made fast to her and towed her one thousand miles, through a gale, to the Island of Mahe, where she was delivered to her captain and crew.

There seems to be as much difference in the men who navigate vessels as there is in vessels themselves. Every marine disaster shows it.

Western River Improvement.

The question of improving the navigation of the three great Western rivers, Mississippi, Missouri, and Ohio, is under discussion in the West. *The St. Louis Republican* takes up the subject with much vigor. It shows that the 15 States bordering on these three great streams have a population of nearly 17,000,000, and an aggregate wealth of over \$10,000,000,000. Its plan is so to reserve the water or contract the channels at a few shallow points, as to secure a minimum low-water depth of five feet on the Ohio and seven feet on the Mississippi. *The Republican* sets forth the advantages to be obtained by its proposed improvement as follows:

"The annual expense for transportation now amounts to millions of

dollars. Immense quantities of the cheaper kinds of grain that are the natural products of their soil, cannot be carried to market at all, because the freight charges on them are higher than the home price of the grain itself. River rates of freight from St. Louis to New Orleans, and between other points similarly distant from each other, vary from $12\frac{1}{2}$ cents per 100, when the rivers are high, to 60 cents per 100 when the rivers are low and navigation difficult.

These rates, estimated at tuns, are \$2 40, and \$12. The present difficult and dangerous condition of these rivers is therefore costing the people of the fifteen States named, \$9 60 per tun on every tun of produce carried up and down their rivers at this time; for the exorbitant railroad rates are, in a large measure, the complement of the high river rates charged when the rivers are low. Experience proves that with a depth of only seven feet of water between St. Louis and Cairo, river rates of freight never rise above 20 cents per cwt., or \$4 a tun, from St. Louis to New Orleans.

This may be taken as a fair freight gauge on a similar depth of water on the Ohio, Upper Mississippi, and other Western rivers; and if, by a Government expenditure of one, two, three, or even five millions a year, for three or four years, on our Western and South-Western rivers, the cost of river carriage all the year round can be kept down to that figure, the money would be cheaply expended."

An Ocean Ferry.

They have not got their submarine tunnel yet under the Straits of Dover; but pending that stupendous acquisition, the French and British Governments are favoring

the establishment of a steam ferry on a greatly enlarged scale. The boats are to run from the Admiralty Pier, Dover, to a new harbor to be made at Calais; and the intention is to carry across trains of cars bodily from one port to the other, just as our "Shore Line" trains cross the streams in Connecticut. To enable the ferry-boats to do this, they are to be of prodigious size and strength. They are to be 450 feet long, with 50 feet beam and 32 feet depth of hold. The draught is to be $13\frac{1}{2}$ feet, loaded, the diameter of the paddle-wheels 50 feet, the displacement 4,000 tons, and the engines capable of working up to the force of 7,000 horses. The estimated speed will be eighteen knots an hour, and the length of the trip one hour and ten minutes in fair weather, and twenty minutes more in foul. Three of these craft are to be built at a cost of \$2,000,000, gold, and thus one will be in reserve for accidents. Six passages each way daily are counted upon, carrying an aggregate of passengers and freight amounting to a million yearly of the former and a million tons of the latter.

The absurdly small and uncomfortable boats now in use between England and the Continent are familiar to travellers, almost all of whom have a hateful recollection of them. The excuse for employing such craft in the service is the shallow water on the French coast. But the new mammoth ferry-boats will have to be accommodated with a harbor made expressly for them. The site for this has been selected about a mile northeast of Calais pier-head, and it is to extend three-quarters of a mile from the shore. In shape the harbor will be a quadrant, and it will require a sea-wall three thousand feet long. The area within will be 147,094 square yards,

and from the shore-side an iron bridge on arches of 170 feet span will run to the land. By this means the trains will make their connection, and the long-yearned-for desideratum of going to sleep in a snug carriage in London, and waking up, without change of conveyance, in Paris, will thus at last be secured. Such an improvement would seem to bode ill for the much-talked-of tunnel under the Straits of Dover. We are assured, however, that the latter work will, in any event, be carried into effect; and certainly there is likely to be no deficiency in trade or travel between the two countries to afford the scheme adequate encouragement.

The Rapids of the St. Lawrence.

The general story of these rapids is familiar enough, but there are some facts concerning them by no means appreciated by most persons who have not passed over them, and not always by those who have. Think of an immense river, with a descent of more than two hundred feet in one hundred and forty miles! This would be equal to considerably more than the precipice of Niagara between Albany and New York. Yet such is the story of the St. Lawrence between Ogdensburg and Montreal. Besides this we must remember that about forty miles of this distance is included in the placid expanses of the river called Lakes St. Francis and St. Louis. This will leave only one hundred miles for the immense delivery. In the rapids proper the descent is in various instances as follows—viz.: The Long Sault Rapid, nine miles long, has a descent of about forty-five feet. The several Rapids, known as Coiteau Cedar, Split Rock, and Cas-

cade, have a descent in eleven miles of eighty-two and a half feet. The Lachine Rapids are the worst of all, but their precise descent is not given. They are about two miles long, and the canal which passes around them, in a distance of eight and a half miles, has a descent of forty-four and a half feet. From this we may infer that the Lachine Rapids must have a descent somewhere between thirty and forty feet in a distance of two miles.

Distribution of Naval Medals.

The Secretary of the Navy has directed that medals of honor be awarded to James F. Merton and William Lukes, landsmen on the steamer *Colorado*, for gallantry displayed by them in the capture of the Corean forts on the 11th of June, 1871. Medals of honor have been awarded also to the following named persons for heroism in saving, or efforts to save, human life: George Holt, quarter-gunner, and Paul Tobin, landsman, United States steamer *Plymouth*, who, at the imminent risk of their lives, jumped overboard in the harbor of Hamburg, July 3, 1871, and saved from drowning one of a party who was thrown out of a shore-boat coming alongside the ship; James Stewart, corporal of the marine guard, United States steamer *Plymouth*, who jumped overboard in the harbor of Villafranca, February 1, 1872, and saved midshipman Osterhaus from drowning; Alexander Bradley, landsman, United States steamer *Wachusett*, who jumped overboard off Cowes, August 7, 1872, to save Phillip Cassidy, landsman, of the *Wabash*, from drowning; James Benson, seaman, United States steamer *Ossipee*, who, June 20, 1872, at the im-

minent risk of his life, jumped into the sea when the ship was going at a speed of four knots, and endeavored to save John K. Smith, landsman, of the same vessel, from drowning.

An Explosion on the Sun.

Prof. Young, of Dartmouth College, observed on the 7th of September, and has recorded in the *Boston Journal of Chemistry*, what appears to have been a very sudden and violent explosion on the surface of the sun. He was examining an enormous protuberance or hydrogen-cloud on the sun's eastern limb, which, by his calculation, was 100,000 miles long by 54,000 high, floating at a height of 15,000 miles above the surface, and sending down to the sun pillars of its own substance like a vast banyan grove. Being called away from the telescope a few moments, he was astonished, on returning, to find that the whole cloud had been blown into flying filaments, which rose, as he gazed, with a greater rapidity than had ever been before observed in this substance, to a height of more than 200,000 miles from the solar surface. Hydrogen, in this state, has never before been recorded as rising so high. As these broken filaments streamed upward, they melted away like wisps of filmy cloud. Meanwhile, a little cap or knob which has been noticed near the substance of the sun, developed wonderfully into a pyramid of flame 50,000 miles in height; there its summit was drawn out into long filaments and threads, which were most curiously rolled backward and downward like the volutes of an Ionic capital, and finally it faded away, and at half-past two (the first change was observed at five minutes to one) had vanished like the other.

A fine aurora borealis occurred during the evening which succeeded.

How the Niagara Suspension Bridge Stands the Test of Time.

It is now some twenty years since the great suspension bridge was built over the Niagara river. The question of its safety has recently been agitated, and critical investigation has accordingly been made by the chief engineer and directors of the Great Western railway. The caps on the towers covering the cables have been removed and the cables found to be as perfect in all respects as ever they were. But most important of all, the anchorage of the cables was thoroughly inspected. The masonry over one of them was removed for about twelve feet, or below where the wires are attached to the anchor chains. A portion of the cable is imbedded in water-lime cement. For twenty years this has been there, yet, on removing it and rubbing the paint off the wires, the latter were found as bright and perfect as when placed there; the cement having preserved the wire and anchor chains intact. The examination was made in the presence of competent engineers, who have expressed themselves as above to the directors of the bridge company.

American Shipbuilding.

An attempt will be made during the present winter to secure additional legislation, like that of the last session, for the revival of American shipping. Congressman Hale of Maine, in whose district the shipbuilding interest is considerable, believes that American shipbuilders have seen their darkest

days, and says that his constituents engaged in that business are already beginning to receive orders and requests for propositions to build new ships. This promised revival he attributes in a measure to the partial failure of iron for use in ships designed for certain uses, and partly to the demand for ships in the grain trade on the Pacific coast. It is held that some commodities, when transported in iron ships, are caused to sweat, and are thus injured; also, that iron ships are liable to be broken all up at once whenever a disaster occurs, giving less chance for salvage. It is believed that American ship-builders are now destined to see more prosperous times.

A Ship's Swing Room.

Rear-Admiral Davis says that the "swing-room" of a ship of-war, when anchored by a cable's length, is thirty-two acres—which is the area of a comfortable farm. The standard cable's length is one hundred and twenty feet; and allowing for that portion of the cable which cannot be "paid out," the radius from which the ship swings is estimated to be six hundred and thirty feet long. It is estimated that Boston harbor can furnish room for seventy-four ships-of-war at anchor, and New York harbor can furnish room for five hundred and sixty-seven, besides leaving room for a large fleet of merchant ships at anchor.

A Girdle Round the Earth in Forty Minutes.

The following correspondence recently passed between the Mayor of New York and the Mayor of Adelaide, Australia, by telegraph:

"The Mayor of Adelaide congratulates the Mayor of New York on the occasion of the banquet at Adelaide, celebrating the completion of telegraph communication around the world.

MAYOR OF ADELAIDE."

To which Mayor Hall sent the following:

"*To the Mayor of Adelaide:*

To the banks of the Hudson fair Adelaide has hied, with her cheering greeting. The metropolis of the Western Hemisphere congratulates a new metropolis of the Eastern one upon this full cement of Anglo Saxon international friendship.

MAYOR OF NEW YORK."

An Interesting Meteorological Discovery.

A Washington dispatch says: The researches of the Signal Office have just been rewarded by a beautiful and highly important meteorological discovery. On the coast of England from time immemorial the phenomenon of the great November atmospheric wave has been the speculation of scientists and seamen, but Sir John Herschel and others have supposed it was peculiar and confined to England and Western Europe, which it reaches from the South Atlantic and over which it rolls in long-continued undulations from October to January, constituting an important element in the phenomenal character of European Winter. On the 12th of November a similar atmospheric wave began to break over the shores of Oregon and British Columbia, as shown by the weather

telegrams. By the evening of the 13th it had spread over nearly all of the Pacific States and Territories, Utah and Nevada, and at midnight was pouring through the passes of the Rocky Mountains. On Thursday, the 14th, it descended upon Colorado, Nebraska, Kansas, and the Indian Territory. On Friday morning it extended, in unbroken magnitude and magnificence, from Oregon and Washington Territory eastward, through the great trough or depression of the Rocky Mountain back-bone in Idaho and Montana, and stretched thence to the Lower Missouri and Lower Mississippi valleys and over the western shores of the Mexican Gulf. This discovery will enable meteorologists to anticipate, by many days, the approach of Winter, as it advances from the Pacific coast eastward in the great current of westerly winds. It serves to clear up the old mystery of American Winter storms, showing that they originate in the Rocky Mountains, upon whose cold and loftiest summits in Nevada, Utah, Colorado, and Southern Wyoming, the vapor-laden air of this wave, coming from over the warm Pacific, is now seen to be condensed in the overwhelming snows of the forty-first parallel. As this vast aerial wave is probably, like the English wave, continued in successive undulations for two or three months, it may assist in explaining the comparatively high temperature and light precipitation in Winter along Puget's Sound and Westward.

Effect of a Lightning Shock.

In a paper on 'Death by Lightning,' the effect of the fatal shock is shown to be instantaneous and utterly unfelt by the stricken person, and the following experience of

the author is given in illustration of the fact, by professor Tyndall.

"Under ordinary circumstances the discharge from a small Leyden jar is exceedingly unpleasant to myself. Some time ago, I happened to stand in presence of a numerous audience, with a battery of fifteen large Leyden jars charged beside me. Through some awkwardness on my part, I touched a wire leading from the battery, and the discharge went through my body. Life was absolutely blotted out for a very sensible interval, without a trace of pain. In a second or so consciousness returned; I saw myself in the presence of the audience and apparatus, and by the help of these external appearances immediately concluded that I received the battery discharge. The intellectual consciousness of my position was restored with exceeding rapidity, but not so the optical consciousness. To prevent the audience from being alarmed, I observed that it had often been my desire to receive accidentally such a shock; and that my wish had at length been fulfilled.

"But while making this remark the appearance which my body presented to itself was that of a number of separate pieces. The arms, for example, were detached from the trunk, and seemed suspended in the air. In fact, memory and the power of reasoning appeared to be complete long before the optic nerve was restored to healthy action. But what I wish to dwell upon here is the absolute painlessness of the shock; and there cannot be a doubt that, to a person struck dead by lightning, the passage from life to death occurs without consciousness being in the least degree implicated. It is an abrupt stoppage of sensation unaccompanied by a pang."

Quotation Suggested by the Boston Fire.

BY PROF. EDWARDS A. PARK, D. D.

Mr. William Cullen Bryant has published the following translation of Martial's admirable epigram: lib. v. 43.

Thieves may break in and bear away your gold,
The cruel flame may lay your mansion low,
Your dues the faithless debtor may withhold,
Your fields may not return the grain you sow,
Spendthrift steward at your cost may live,
Your ships may founder with their precious store;
But wealth bestowed is safe—for what you give,
And that alone, is yours forevermore."

This thought of Martial is well expressed in one of the select sentences of Bishop Hall. He says:

"The world teaches me that it is madness to leave what I may carry with me; Christianity teaches me that what I charitably give while alive, I may carry with me after death; experience teaches me that what I leave behind I lose. I will carry with me by giving away that treasure which the worldling loses by keeping; and thus, while his corpse shall carry nothing but his winding sheet to his grave, I shall be richer under ground than I was above it."—*Devotions, etc., of Bishop Hall.* pp. 496, 497. * * * *

An interesting volume has recently appeared containing eleven sermons of Rev. John Milton Holmes, who in 1859 "came to Andover, and at once by natural right became the most conspicuous member of the Seminary there" (p. 348). Not long after he commenced his studies at Andover he was reduced to a state of extreme indigence. His privations interfered with his work and with his mental peace. His sufferings were reported to a Boston merchant who generously relieved them. On the very day of my first reading the memorial of Mr. Holmes, the store of that Boston merchant lay smouldering among the ruins of Pearl

street. As I saw the smoke of it ascending to heaven, I called to mind the owner's generous donations to a college in Syria, to an academy and a theological seminary in Massachusetts, to missionaries and ministers and candidates for the ministry; and I felt sure that, while he was losing what he once had, he was retaining what he had given away, and will hold fast the durable "riches" which, because "parted with in charity, are so much the more firmly possessed," and will yield to the giver a never failing interest.—*Congregationalist.*

What Prayer Can Do.

There was once a colored woman who used to sit in one corner of the gallery on the Sabbath, and single out some young man, as he came in at the door, and pray for him, till she saw him come forward to join the church. Then she dropped him, and singled out another and prayed for him in like manner, till she witnessed a similar result. Then she dropped him and took a third, and so on, till at the end of twenty years she had seen twenty young men join themselves to the Lord in a perpetual covenant; young men with whom she had no personal acquaintance whatever. This fact was disclosed to her pastor on her death bed.

For the Sailors' Magazine.

A Tribute to Unobtrusive Worth.

MRS. B. BROWNLOW.

Many of the readers of the MAGAZINE, doubtless, have heard of Mrs. B. Brownlow's Navigation School. For the benefit of those who are most interested, we cheerfully give space to the following communication.—ED.

A Nautical School, presided over and conducted by a lady, who has herself, within the last ten years, educated in Navigation and Astronomy, and fitted for active service at sea, more than two thousand young men—the most of whom were officers in the U. S. Navy during the rebellion—is now in active operation in the Rooms of the New York Port Society, on the corner of Madison and Catharine Streets, under the personal supervision of Mrs. Capt. Brownlow—late Principal of the N. Y. Nautical School, established by her father, Capt. William Thoms, more than twenty years ago.

At the death of Capt. Thoms, the school passed into the hands of his son-in-law, Capt. James H. Brownlow, who, dying in 1861, left it as a legacy to his devoted wife. A co-laborer with both her father and her husband, Mrs. Brownlow had been associated with it from its beginning, and ever since she has struggled on in her widowhood, not only to maintain, but to enhance the efficiency and usefulness of the institution.

Of the six thousand sailors who have received their nautical education here, more than one-third have been fitted for sea-duty under the personal superintendence of the Principal. But Mrs. Brownlow having now withdrawn from, and dissolved her connection with the N. Y. Nautical School, has established herself as above stated. Of her fitness for the work, to which this christian lady has devoted herself, the assurance is given in the fact, that all her pupils have passed their examinations before the Naval, Ship Master's, and Revenue Boards, with credit to themselves and to their accomplished instructor.

To a woman's right to work, unobtrusively, in a sphere of useful-

ness so large, and so well adapted to develop her peculiar talent and ability, surely, no one can make the slightest objection. May this brave, devoted, woman be encouraged in her work by the patronage she so richly deserves.

SAILOR.

For the Sailors' Magazine.

Work and Wait.

BY REV. EDWARD HOPPER, D. D.

A husbandman who many years
Had ploughed his fields and sown in tears,
Grew weary with his doubts and fears.

"I toil in vain ! These rocks and sands
Will yield no harvest to my hands ;
The best seeds rot in barren lands.

"My drooping vine is withering ;
No promised grapes its blossoms bring ;
No birds among its branches sing.

"My flock is dying on the plain,
The heavens are brass—they yield no rain ;
The earth is iron—I toil in vain !"

While yet he spake a breath had stirred
His drooping vine, like wing of bird,
And from its leaves a voice he heard :

"The germs and fruits of life must be
Forever hid in mystery,
Yet none can toil in vain for me.

"A mightier hand, more skilled than thine,
Must hang the clusters on the vine,
And make the fields with harvest shine.

"Man can but work ; God can create ;
But they who work, and watch and wait,
Have their reward, though it come late.

"Look up to heaven ! behold and hear !
The clouds are thundering in thine ear—
An answer to thy doubts and fear."

He looked, and lo ! a cloud-draped car,
With trailing smoke and flames afar,
Was rushing from a distant star.

And every thirsty flock and plain
Was rising up to meet the rain
That came to clothe the fields with grain.

And on the clouds he saw again
The covenant of God with men,
Re-written with his rainbow pen :

"Seed time and harvest shall not fail,
And though the gates of hell assail,
My truth and promise shall prevail."

1873.

OUR WORK AS IT LIES BEFORE US.

The work committed to us we esteem a privilege, for the double reason that it is special, and that it is gratefully appreciated by those in whose interest we prosecute it.

Experience has shown that the ordinary arrangements for spreading the gospel need to be supplemented by something special for seamen. Their roving life does not admit of dealing with them, as we would deal with localized landmen. Besides, their calling develops certain personal characteristics which must be considered in trying to win and do them good. And this explains the necessity for a special organization that shall exert its energy with exclusive reference to the peculiar circumstances and need of the sailor. At the same time it gives to sailor-work a distinction on account of its specialty, which cannot be interfered with.

The evidence that it is appreciated comes to us in various ways. Sailors are quick to recognize a true friend. And when their favor is secured, they readily yield to kind persuasion, and become temperate and virtuous men, and many of them sincere and devoted Christians.

The biographical sketch which opens the present number of the *SAILORS' MAGAZINE* furnishes a happy illustration of the personal and world-wide usefulness of our work. Similar instances are frequently coming to our knowledge that cause us to esteem it a very great privilege, and encourage us to renewed efforts and diligence therein.

Its present aspect is hopeful; and (while our main reliance is upon Him who says "lo, I am with you alway, even unto the end of the world,") we enter on the NEW YEAR cheered by the assurance that not only are old friends firmer, but that we have more friends than ever before, and that the philanthropic and christian public, who see with wonder what has been accomplished during the past year through our endeavors, by legislation and otherwise, to reform abuses and improve the physical and moral condition of seamen, are in practical sympathy with us; assured also that whoever enters the door that Providence opens, shall not go unhelpt, or be forced to retire by opposition or discomfiture.

The total receipts of the Society for the seven months since its last Annual Report, are in unexpected advance upon the corresponding period of the previous year. In view of this fact, the Trustees have resolved to continue our MISSIONARY, LIBRARY, and PUBLICATION work upon an undiminished scale; in some instances increasing appropriations, and authorizing enlargement according to our income.

A project is under consideration, to be announced in due time, which seems about all that is necessary—if we are enabled to accomplish it—to complete the reformation of the port of New York, and render it a safe place for seamen ashore.

To those Pastors, who, seeing its relation to the great missionary work of the church, have admitted our cause, and personally or otherwise, have advocated its claims in their pulpits and elsewhere—to all who have thought of us, and prayed for us, and helped us by their generous and conscientious giving, we tender most grateful acknowledgments.

May the year on which we are entered, close with the record of many souls won from the “men of the sea,” and abundant honors for CHRIST!

CORRESPONDENCE, REPORTS, &c.

Norway.

CHRISTIANA.

Rev. H. P. BERGH, Chaplain, says, (Nov. 12th), in relation to collecting money from the people there, for having a room to preach in :

“I think it very difficult, if not impossible, at all for the present. The people in this country are very poor, and, besides this, my work is very much hindered from prejudice unhappily prevailing to a great extent among the population in general. Every dissenting preacher (from the State Church) has not only to work against wickedness and sin in general, but also against innumerable obstacles coming from this prejudice. Within a few days I intend to visit Drammen, where I can now go by the railroad recently completed. I preach regularly in two places in the city every week ; because of the cold weather I can't now preach on shipboard. My meetings in general are well attended, and the word has a good effect on the hearers, among whom are seamen and their families. Last week a man, after hearing the preaching, came up to me and earnestly begged to be prayed for. While the tears streamed from his eyes, he promised to seek the Lord for mercy, and beg his grace to begin a new life.”

Sweden.

HELSINBORG.

Rev. N. P. WAHLSTEDT, Chaplain, says, (Nov. 23d), that “During the last part of October he labored at Shonen in two large mission meetings. Early in the month labor with sailors in Helsingborg and at the fishing place, Raa, filled his time. Multitudes of sailors heard the gospel preached with evident good effect. At Elsinore, and on the northern part of Seland, in Esrum, hundreds of hearers were assembled. “I trust the Lord,” says he, “will soon get his kingdom among the Danish people.” At Elsinore he labored on vessels, and among sailors also.

Denmark.

ODENSE.

Mr. RYMKER says that his Sabbath meetings continue with the same interest as heretofore. On the week days when at Odense, he sells Bibles and Testaments, visiting the market place and the ships in harbor. He had just been at Faabor, visiting vessels, and had two meetings for preaching. He was about making a like excursion to Nyborg.

Italy.

GENOA.

Rev. DONALD MILLER writes us Nov. 23d, from Rome, (where he had been sent to look after the Free Church Station, for a short time), concerning work at Genoa. It will be remembered that the Colporteur, from whose journal extracts have heretofore appeared in the MAGAZINE, became ill last summer, and Mr. M. was obliged to seek another, ultimately securing a man who has so far answered all expectations. A new Harbor Master sought to break up the Genoa Mission by enforcing a regulation which requires the destruction of all old hulks in the harbor not serviceable for commerce. Representations by Mr. M. to the British Ambassador at Rome, Sir Augustus Paget, have procured the suspension of the order, and it is not expected that anything more will come of it. The chaplain having been involuntarily quarantined on an American vessel in the harbor, had the opportunity of conversing and preaching, in that barque, with and to its captain and crew for five days. The new Colporteur is a Deacon in the Waldensian Church in Genoa, and also a Sabbath School-teacher. For Bible knowledge and for zeal, he is one of the foremost men in the congregation. From the time of his conversion, six years since, up to the present, he has had no intercourse with his father, who forbade him even to approach him so long as he remained a "heretic," and who still refuses to recognize him as a son. All his relations, including his wife, have done their utmost, directly, and through priests, to make him recant, but he has stood firm, and become strong through the very opposition that was meant to shake his faith and make him fall. In one month he has visited 58 vessels, offered the Scriptures and religious books to about 3,000 emigrants, sold 24 Bibles and Testaments, 125 pamphlets, and 69 Evangelical Almanacs (most useful), besides distributing 45 portions of Scripture, 44 pamphlets and 89 Childrens' Illustrated Papers.

Norfolk, Va.

Chaplain CRANE reports for November: "The Bethel work has progressed favorably during the past month, the attendance at most of our Sabbath services being in an encouraging proportion to the number of vessels in port. I do not think there has been the anticipated increase in the amount of shipping here this season over that of the corresponding seasons in the two or three years preceding. The projected Western and Foreign connections, and thereby the predicted growth of commerce, have not yet been realized to any great extent, though still promised: hence the field of labor among seamen does not perceptibly widen, as we still hope it may in the future. Our Sunday-school attendance still continues full, and we hope for a considerable increase this Winter. The addition to our Library, and the introduction of a new set of Scripture Question Books and other recitation work, have added greatly to the interest of both scholars and teachers, and we have reason to hope will increase the efficacy and spiritual profit of the school. During the month I have visited 108 vessels (some of them repeatedly) and distributed 1,500 pages of tracts, 200 Seamen's Friends, Sailor's Magazine and Life Boats, with 18 Bibles and Testaments.

Wilmington N. C., and Charleston S. C.

In November there were some most interesting meetings, with an increased attendance, at Chaplain BURR's Sabbath services, in Wilmington. Forty-five vessels were visited during the month, with the usual distribution of religious matter. Attendance, too, upon the Bethel services at Charleston was larger than before. The land sharks are reported as very troublesome this Winter.

Savannah, Ga.

In addition to the usual report of monthly work, Chaplain WEBB states

that the note of preparation was going for a fair to be held for the proposed new Seamen's Home. The Anniversary of the Port Society here, will be held January 12th.

Pensacola, Fla.

There was an increase, here, in November, both of the shipping in port and in the number of seamen attending divine worship on shore. Chaplain CARTER says: "I feel confident that although there seems to be little fruit in conversion, yet in many ways good has been done."

New Orleans, La.

Chaplain PEASE writes that the new U. S. Shipping Commissioner, who has his office very near the Bethel, appears very friendly, and will probably go hand in hand with the Chaplain, they assisting each other. He is a member of an Episcopal Church, and hails from Hartford, Conn.

Buffalo, N. Y.

WELLS STREET CHAPEL.

We have, in a previous number of the MAGAZINE, given some account of the incipient steps towards the erection of a new chapel at Buffalo, for the accommodation of the Bethel work in that city. Rev. P. G. COOK, the Chaplain, furnishes the following facts in reference to this important enterprise:

The site of the "Wells Street and Seaman's Chapel" is upon one of the principal thoroughfares, easily found by watermen or landsmen, though it is not quite as near to the harbor and canal as is desirable.

This chapel is one of the most conspicuous in this part of the city, and likely, by its bold and graceful proportions, to attract the attention of strangers.

It has a frontage of 65 feet on Wells street and 84 feet on Carroll, with an entrance on each, and a tower 60 feet high at the corner of the streets. The material of the two fronts is pressed brick, with Medina sandstone water-tables and sills, and trimmings of Frear stone.

At the east or Wells street end, there are two Bible Class-rooms, 20 x 28, separated by a hall six feet wide. Next is the chapel room, 40 x 60 feet. At the northwest corner there is an Infant Class-room, 35 x 20, and at the southwest corner a Prayer Meeting and Library room, 20 x 20 feet. All these compartments, except the latter, are formed by sliding partitions, so that they may be thrown into one large place of gathering.

The Rev. A. T. CHESTER, D. D., who made the principal address on the occasion of laying the corner stone a few weeks since, expressed his approval of the location chosen for the chapel, and the necessity existing for such an enterprise.

Although the almost unprecedented severity and early commencement of winter and other causes have greatly impeded the workmen, the building, at the present writing (Dec. 11th) is enclosed, and the masons and carpenters are busily at work, and hope to have the whole completed and ready for dedication by the 1st of February.

The cost of the lot and building will be about \$25,000; and although only about one-half of this amount has been raised and paid in, the managers of the enterprise are cherishing the hope that its friends will enable them to consecrate this temple to the worship of Almighty God and the best interests of humanity, free of all encumbrances.

The month of November was very stormy at this port, and rough weather, with prevalence of snow, hindered the work of Chaplain Cook and his assistants. Notwithstanding this, and the hurry of the boatmen in closing up their

business for the season, some sailors and boatmen found their way to the Chapel, and there witnessed for Jesus and professed their purpose to consecrate themselves to His service. The Chaplain speaks of several individual cases among them, one as follows: "At the last meeting a boatman was present who resides in the city, and has been for two years an attendant upon our services during the Winter, rarely being present during the Summer. Although a moral man, and an attentive hearer of the word, I have never been able to persuade him to be a "doer" to the extent of professing faith in Christ, and taking part in the devotional exercises of the meetings, though I have often tried to induce him to do so. He is a married man, about fifty years of age. While I was very glad to see him present for the first time in many weeks, I felt pained and almost impatient at his supposed spiritual apathy, and so expressed myself in prayer: "Lord bless this man who has been spared and disposed to meet with us once more. Oh! that he might find Jesus precious to his soul! Why will he not now give himself to Christ, in the assurance that now is the accepted time?"

At the close of this prayer we sang a hymn, and were about to close the meeting, when, to our surprise and joy, our friend arose and said, in a very decided manner—"I wish to say a few words. As you know, I have heretofore been what is called a moral man, believing in these things intellectually—theoretically—not receiving them *heartily* and practically. But I have now come to the determination to consecrate myself to the service of Christ. I purpose to receive Him as my Savior, and do all I can to advance His cause. I most sincerely ask an interest in your prayers."

At my request he led us in prayer in a most satisfactory manner. I need hardly add that all this greatly encouraged and

rejoiced my heart. Another man came to me last evening, who has been intemperate and sadly neglected his family, to assure me that he had fully resolved to reform and live a sober life. On my last visit to the General Hospital, I ascertained that fully three-fourths of the inmates of the principal ward were watermen. They seemed gratified to know that I was the Chaplain at this port, and felt a special interest in their welfare.

New York.

REPORT OF REV. OLA HELLAND.

The missionary work among seamen has in some respects the same disadvantages, whether it is performed in seamen's churches or in seamen's hospitals; most of the inmates remain but a short time, and then are off to sea.

In the hospital, however, some of them are confined for weeks and months to their sick or dying beds, and with those the missionary has the advantage to follow up the good impressions that have been made. The extreme heat of the past summer has made the attendance upon the regular meetings small; hence the necessity of greater labor in the wards, and we thank the Lord that our labors, we have reason to believe, has been blessed in the salvation of several souls. I will mention two cases. One was an American sailor, fifty-two years old; he came to the Retreat to all appearances in a dying condition; he could not lie down, and could hardly speak for shortness of breath. He appeared for some time to feel no interest in religion, but a change came over him after a time, and he requested me to pray with him. After conversing and praying with him several times, I went to see him one afternoon after the service in the chapel. As I came up to his bed he put his hands together, the tears rolling down his face, and saying, "I am so happy; glory to

God. I do believe God has pardoned my sins." I commenced to sing, "Praise God from whom all blessings flow." To my surprise the old man joined in and sung with me, with a voice that was heard, throughout that large ward. He had to stop and breathe between every three or four words, and I thought the old man would die singing. I shall never forget the scene. He lived some three or four weeks after this, and I often prayed with him, and after my prayer he would pray and praise God. He continued so until the last.

The other case was a Norwegian, nineteen years old, who came to the Retreat with consumption. He attended Norwegian meetings in the chapel when he first came here. One day, at the close of the meeting, he came forward trembling and weeping, saying, "I thought I was right in reference to religion, but I find that I am a poor miserable sinner; will you pray for me?" He knelt down at once, and we plead with God for pardon. I went to his ward frequently afterwards, and prayed with him. One day I asked him if he had sent any letters home to his father and mother since he came to the hospital. His reply was, "I sent one before I came here." I said to him, "You should send one from this place" (as I was convinced, that he could not live very long). He said, "I will wait until I can tell father and mother that I have found the Lord." He wept much, and said, "If I should be too sick to write, will you please write for me?" The next day was the Sabbath. I went in again to see him; he was sitting on his bed. As I came up to him he commenced to smile; tears fell freely from his eyes; as he put his hands together, he said, "I am so happy; the Lord has pardoned me; now I will write home." asking me at the same time for some paper. I read his letter. He told what great things the Lord had done for him, and as God had pardoned him, he asked his father and

mother to forgive him. From all accounts he had been well brought up, and had not been a vicious boy. He was happy, and trusted in God until the end. His last night was spent in prayer and praise. There is something remarkable in connection with these two cases. They were both converted in the same ward, both died the same day, and were buried together side by side.

The missionary was a mourner representing one family in America, and one in Norway. To HIM who died on the cross to save sinners be all the glory.

OLA HELLAND, *Missionary.*

Seamen's Retreat, Nov. 30, 1872.

C. A. BORELLA'S REPORT.

In presenting my report for the year 1872, I desire to acknowledge the protecting power of the Lord in sparing me another year. While keeping me actively engaged in His service, he has given very many assurances of His approval in my humble efforts among the men of the sea where my labor has been chiefly bestowed.

The SAILORS HOME, in Cherry Street, that great rendezvous for the hundreds of various nationalities yearly visiting the port, has been one of the fields in which I have successfully worked. Some of the most hardened men have during the short stay there been arrested in their career by faithful warnings, and induced to accept the gentle yoke of the Gospel, and many have left the port avowed witnesses for the truth as it is in Jesus.

Letters from seamen from different parts of the world have been received stating that the influence of the Gospel that surrounded them at the Home has brought salvation to their souls. The meetings at the HOME have been, and are still, well attended. Seldom does a meeting pass without leaving behind

some token that God's spirit was present prompting those who felt the burden of sin to seek the prayers of christians.

Seamen of many nationalities have been supplied with Bibles and Testaments, and other religious reading matter in their own languages, when going to sea.

I have also visited other boarding-houses in the city, and vessels in the harbor, and am much encouraged for the future by the success of the past. Many men have been induced to visit the different churches of the city, where I trust the seed sown in faith, and watered by christian prayers, will bear the fruit of eternal life. I have paid occasional visits to Hospitals and the Seamen's Retreat, and while humbly endeavoring to present Jesus to the sick and dying, have drawn so many blessings for my own soul from our common source of comfort, that I find great recompense in being permitted to continue in this service.

I have also paid some visits to the destitute families of seamen, and through the bounty of the SEAMEN'S FRIEND SOCIETY, have been instrumental in making sorrowful hearts beat with gratitude, because their temporal wants have been supplied. In this work I have also had many opportunities to speak the message of the Gospel. I feel thankful that I have been made the medium of presenting your alms.

C. A. BORELLA.

Dr. John Hall's

CHRISTMAS TALK TO SAILORS.

We shall give in full in the February MAGAZINE, the excellent address of Dr. Hall, delivered at the Seamen's Exchange on Christmas Eve.

Like all Dr. Hall's public efforts, it was exceedingly simple and earnest—adapted to his audience, and calculated to do good.

To Life Members and Directors.

You are entitled to receive the SAILORS' MAGAZINE gratuitously, "upon an annual request for the same." We are trying, with every succeeding number, to make it an increasingly interesting and useful periodical.

We shall be glad to send it to you, in case you value it enough to ask for it. IF YOU WISH IT THE COMING YEAR, 1873, please send us word to that effect.—This does not apply to those who have been made Life Members or Directors within the last twelve months. The MAGAZINE will be mailed to them as heretofore, without further notice. Address, AMERICAN SEAMEN'S FRIEND SOCIETY, 80 Wall Street, New York.

The New Life-Saving Stations.

The new life-saving stations on the New Jersey and Long Island shores have been thoroughly equipped and the old ones rebuilt, so that both coasts are now fully covered. All the material for the Long Island stations was dispatched last week under charge of Captain Hunting; while the final equipments for the New Jersey coast left yesterday. Captain Faunce has gone to inspect the Maine coast and to decide upon the proper points for new stations, for the establishment of which Congress has signified a willingness to make appropriations.

The old stations on the Long Island coast are :

Rockaway Beach, east and west ends; Long Beach, east and west ends; Jones Beach, west end; Oak Island, east and west ends; Fire Island, Point of Woods, Lone Hill, Blue Point, Bell Port, Smith's Point, Moriches, Tanner's Neck, Quogue, Shinnecock, South Hampton, Bridge Hampton, Georgica, Amaganset, Napaugue Beach, Ditchplane, Montauk. New intermediate stations—Tyauna, Forge River, Sones' Beach, east end; Meadow Island, Hog Island, Hicher Plane.

The New Jersey coast is provided for most efficiently. The old stations, with their numbers, are as follows :

1. Sandy Hook ; 2. Spermaceti Cove ; 4. Atlanticville ; 5. Long Branch ; 6. Eel Beach ; 8. Shark's River Inlet ; 9, 10, 12, 13, 14, on Squam Beach ; 16. Barnegat Inlet ; 17, 19, 20. Long Beach ; 22. Short Beach ; 23. Brigantine Beach ; 25. Atlantic City ; 27. Absecom Beach ; 29, 30. Peck's Beach ; 32. Ludlam's Beach ; 34. Tatham's Beach ; 35. Hereford Inlet ; 36. Two-mile Beach ; 38. Cape Island ; 40. Cape May City. New stations—3. Sea Bright ; 7. New Branch ; 11 and 15 Squam Beach ; 19. Barnegat Beach ; 21 Long Beach ; 24. Little Brigantine Beach, 26. Brigantine Beach, south end ; 28. Absecom Beach ; 31. Peck's Beach ; 33. Ludlam's Beach ; 37. Five-mile Beach.

A house provided with all household utensils and provisions has been established at Narragansett Pier, and others are building at Block Island and Cape Cod.

A Chapter of Marine Casualties.

The Pacific Mail Company's steamship *Sacramento*, which struck a reef off San Antonio, some days since, proved a total loss, only the passengers and crew being saved. The Inman steamship *City of Bristol*, which left New York on the 21st of November, met with an accident to her machinery in the rough weather which followed, and was obliged to be towed into Queenstown for repairs. From over the water come tidings of the loss in the North Sea of the emigrant ship *Franklin*, bound from Hamburg to San Francisco, eighty persons being known to have perished ; and of the French ship *Gustave* belonging to Nantes, with all on board. There are likewise two missing steamships : the new *Scanderia*, of the Transatlantic line, which left New York for Queenstown, Oct. 8, carrying a crew of forty-five men but no passengers ; and the Canadian steamship *Commander*, which left Montreal for the same port

Nov. 2, intending to touch at Sydney, Cape Breton ; neither of which vessels have since been heard from. The steamship *St. Louis*, from New Orleans for New York, sprang a leak on the 8th inst., about 170 miles from South West Bar, and foundered some forty hours after, passengers and crew making their escape in boats. Besides these greater disasters, the coasters have had a hard time of it during the late severe weather, and a number of lesser losses are reported, none however, we believe, of life.

A telegraphic despatch from Liverpool, dated Dec. 20, says that four hundred and forty-nine persons, including passengers and sailors, have perished by marine disasters during the past ten days.

Thirty persons were lost by the sinking of the Boston ship *Matchless* off the coast of Northumberland county.

There are fears that the steamship *Shannon*, which sailed from Montreal for Hull, has foundered.

The *Osprey*, from Quebec, had arrived at Hull, and reports her carpenter washed overboard and lost.

Sailor's Home, 190 Cherry Street.

Mr. ALEXANDER reports two hundred and fifty-nine arrivals during the month of November. These deposited with him \$2,650, of which \$1,500 were sent to relatives and friends, and \$500 placed in the Savings Bank.

In the same time twenty-one men went to sea from the HOME without advance, and seven were sent to the hospital.

The nineteen men picked up by the *Adriatic*, from the wreck of Br. Ship *Allan*, are at the HOME.

Colored Sailor's Home, 153 Thompson Street.

Mr. POWELL has received since his last report, twenty-five stewards, cooks, and seamen, five of whom came to him in great destitution, and were made every way comfortable.

Position of the Planets for January, 1873.

MERCURY is a morning star during this month; is at its greatest distance from the sun on the afternoon of the 5th at 4h. 32m., being then $23^{\circ} 12'$ west of that luminary; is at its greatest brilliancy on the 8th, rising that morning at 5h. 49m., and $29^{\circ} 43'$ south of east; is in conjunction with the moon on the morning of the 27th at 7h. 54m., being $2^{\circ} 44'$ north; is in conjunction with Saturn on the morning of the 30th at 1h. 13m., being $1^{\circ} 22'$ south.

VENUS is an evening star, setting on the 1st at about 8 o'clock, and $20^{\circ} 52'$ south of west; is twice in conjunction with the moon during this month. The first time on the evening of the 1st at 9h. 49m., being $3^{\circ} 31'$ north, and then on the afternoon of the 31st at 1h. 54m., being $5^{\circ} 52'$ north.

MARS crosses the meridian on the morning of the 1st at 6h. 32m., being $3^{\circ} 8'$ south of the equator, and on the morning of the 31st at 5h. 26m., being $10^{\circ} 54'$ south; is in quadrature with the sun to the west on the afternoon of the 17th at 4h. 46m.; is in conjunction with the moon on the 21st at 25m. before noon, being $48'$ south, when it is eclipsed to all persons situated between the parallels of north latitude 4° and 81° .

JUPITER crosses the meridian on the morning of the 1st at 3h. 30m., being $12^{\circ} 4'$ north of the equator, and of the 31st at 1h. 22m., being $13^{\circ} 7'$ north; is in conjunction with the moon on the morning of the 16th at 9h. 46m., being $4^{\circ} 13'$ south.

SATURN is an evening star until the 13th at 32m. before noon, when it is in conjunction with the sun, after which it is a morning star; is in conjunction with the moon on the afternoon of the 27th at 1h. 55m., being $4^{\circ} 4'$ north.

N. Y. University.

R. H. B.

3 burned, 3 sunk by collision, 3 foundered, and 4 are missing. They are classed as follows, 1 steamer, 3 ships, 8 barks, 4 brigs, and 25 schooners, and their total value, exclusive of cargoes, is estimated at \$628,000.

Below is the list, giving names, ports, destinations, &c. Those indicated by a *w*, were wrecked, *a*, abandoned, *b*, burned, *sc*, sunk by collision, *f*, foundered, and *m*, missing.

STEAMER.

Carolina, *a*, from Baltimore for Queenstown.

SHIPS.

Forest Chief, *w*, from New York for Londonderry.

Electric, *a*, from New York for Hamburg.

Chance, *a*, from Pensacola for Sunderland.

BARKS.

Stella, *w*, from Providence for Charleston.

Leonora, *w*, from Wilmington for Liverpool.

David, *w*, from New York for Elsinore.

Dagmar, *a*, from New York for Queenstown.

Clara & Carl, *w*, from New York for Elsinore.

E. B. Haws, *w*, from New Orleans for Liverpool.

Marie, *w*, from New York for Stettin.

Samaraug, *w*, from Baltimore for Elsinore.

BRIGS.

Unicorn, *m*, from Boston for Surinam.

Cyclone, *w*, from Philadelphia for Boston.

Katie, *w*, from Chatham, N. B. for Boston.

S. T. Holbrook, *b*, from New York for Antwerp.

SCHOONERS.

Annie Borland, *w*, from James River for New York.

Mary Mershon, *w*, for Fall River.

Flash, *sc*, (Fisherman.)

Abbey Gould, *w*, from Dennis for Norwich.

North Pacific, *w*, from Elizabethport for Fall River.

Sophia Mary, *w*, (Near Galveston.)

L. L. Lewis, *f*, from Pensacola for Galveston.

Nora, *w*, from Elizabethport for Boston.

Frank & Nellie, *f*, from Alexandria for Boston.

Mary Elizabeth, *w*, from Hoboken for Fall River.

M. Van Buren, *w*, from Boston for Plymouth, Mss.

Sea King, *w*, from New York for Halifax.

Ada L. Harris, *w*, from Newport, R. I., for Gloucester.

Flying Eagle, *m*, from Ochotsk Sea for Petropavlski.

H. W. Wellington, *w*, from Boston for Brooklyn.

Ida Morton, *b*, (At Boston.)

Luey Hall, *f*, from Stonington for New York.

J. B. Myers, *sc*, from New York for Richmond, Mc.

Watauga, *w*, from Washington, N. C., for Antigua.

Maggie McNeil, *m*, from Philadelphia for Barbadoes.

Syren, *b*, (Fisherman.)

Santa Maria, *w*.

Julia Ann, *m*, from Boston for Bangor.

Pearl, *sc*, from Dix Island for New York.

Reward, *w*, from Windsor for Portland.

Receipts in November, 1872.

MAINE.

Woolwich, Cong. ch..... \$11 25

NEW HAMPSHIRE.

Concord, North ch., for library..... 20 00

Hollis, Cong. ch., S. Fairley, \$20 for lib'y 50 24

New Ipswich, Child's Fair..... 2 00

VERMONT.

Castleton, Cong. ch..... 36 61

Disasters in November, 1872.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the past month, is 41, of which 24 were wrecked, 4 abandoned,

MASSACHUSETTS.

Amesbury and Salisbury, add'l.....	1 00
Ayer, Mr. and Mrs. J. Spaulding in full to const. B. W. Spaulding, L. M.....	20 00
Boston, bark <i>Autocrat</i> , Capt. Headly.....	5 00
Brighton, Cong. ch.....	28 65
Fitchburg, C. C. ch. and Society, to const. Rev. Henry M. Tyler, L. M., and Joel Page and Ruel B. Clark, L. M's.....	110 35
Hanover, Cong. ch.....	7 10
Ipswich, First Cong. ch.....	36 93
South Cong. ch.....	21 00
Lawrence, Elliott ch.....	15 00
Lowell, Leonard Worcester, for lib'y.....	15 00
New Salem, Cong. ch.....	8 00
North Andover, Cong. ch.....	30 24
North Bridgewater, S. W. S. Howard, for library.....	20 00
Porter ch., additional.....	85
Reading, Old South ch., of wh. S. S. \$20 for library.....	47 00
Uxbridge, Miss Ellis.....	5 00
Warren Lackey.....	3 00
Webster, Cong. Soc.....	23 17
Westford, Cong. ch.....	4 75
Worcester, Salem St. ch., to const. Rev. W. A. Lamson, L. M.....	41 39
Mission Chapel, for lib'y.....	18 60

RHODE ISLAND.

Central Falls, Cong. ch.....	42 00
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CONNECTICUT.

Bethel, Cong. ch.....	16 57
Birmingham, Cong. ch., of which, from "Friend" for lib'y, \$20.....	97 26
M. E. ch.....	20 69
Bridgeport, So. Cong. ch. S. S., for lib'y.....	20 00
Clinton, Dr. D. H. Hubbard.....	30 00
Danbury, First Cong. ch.....	45 00
Fairfield, Cong. ch., Young People, for library.....	20 00
Guilford, First Cong. ch., of which Mrs. Mary G. Chittenden, \$100, to const. Miss Amelia F. Dudley, L. M., and 3 lib's—also S. S. class (Miss Lydia D. Chittenden's) for lib'y \$15.....	153 00
Third Cong. ch.....	25 00
Milford, Mrs. Mills.....	2 50
First Cong. ch. of wh. \$20 for lib'y.....	36 00
New London, Williams Haven & Co., for lib's.....	40 00
Norwalk, W. S. Lockwood for lib's.....	40 00
Norwich, Ave. S. S. for lib's.....	40 00
Rocky Hill, S. S. Cong. ch.....	12 00
Thomaston, S. S. Cong. ch. for lib'y.....	20 00
Westbrook, Charles Chapman, to const. his daughter, Mrs. Mary B. Post, L. M.....	30 00
Woodstock, Cong. ch. for lib'y.....	20 00

NEW YORK.

Albany, 2nd Ref. ch. Mrs. Peter Mont-teath and daughters, for lib'y.....	20 00
Buffalo, Union Steamboat Co., per S. D. Caldwell, Agent.....	100 00
Mrs. P. Sidway.....	25 00
Castile, Pres. ch. of wh. Miss Cordelia A. Green in part, L. M. \$15.....	24 00
S. S. Bap. ch. for library.....	20 00
M. E. ch.....	2 00
Cazenovia, First Pres. ch.....	36 25
Chili, Pres. ch.....	6 10
Bap. ch.....	2 31
Farmers Village, Ref. ch.....	5 97
M. E. ch. \$3.75, and Friend \$1.....	4 75
Fultonville, Ref. ch.....	4 50
Pres. ch. in part.....	10 00

Harlem, John Fawcett.....	5 00
La Grange, Bap. ch.....	6 00
Middletown, Bap. ch.....	18 33
Newburgh, First Pres. ch.....	67 56
do. do. S. S., Mr. Martin Lee's class for lib'y.....	20 00
New York City, Jno. G. Webb, brig <i>Crescent</i>	2 00
J. Hyde.....	5 00
Capt. Geo. Hawkins, bark <i>O. E. Jayne</i>	3 00
Capt. Morrison, ship <i>Gen. McClellan</i>	4 00
Capt. C. West, brig <i>Sussex</i>	2 00
Capt. M. Taylor, bark <i>J. O. Lamb</i>	5 00
Mr. and Mrs. Edgar Ketchum, for lib'y.....	20 00
A. A. Low & Bro's.....	100 00
Davis & Benson.....	5 99
Horace Gray.....	100 00
Cash.....	10 00
Cash.....	10 00
Cash.....	10 00
John E. Parsons.....	20 00
E. H. Owen.....	10 00
W. F. Cary.....	25 00
Cash.....	10 00
H. P. M.....	5 00
W. M. Evarts.....	10 00
Cash.....	5 00
Charles T. Goodwin & Son.....	5 00
Cash.....	1 00
Burger, Hurlbut & Livingston.....	25 00
B. Carver.....	2 00
R. J. Dodge.....	10 00
Jared Linsly, M. D.....	10 00
Peter Cooper.....	10 00
Frank O. Herring.....	5 00
D. D. Badger, President.....	10 00
Jno. Steward.....	100 00
Trustees of the Murray Fund.....	100 00
North Bergen, Pres. ch.....	12 00
Owego, Bap. ch.....	19 33
Cong. ch.....	9 43
Peekskill, Ref. ch.....	25 10
Perry, Free Meth. ch.....	4 00
Bap. ch. add'l.....	2 50
Perry Center, S. S. Cong. ch. for lib'y.....	20 00
Poughkeepsie, Pres. ch. in part.....	77 77
Saugerties, A. Friend, to const. Jno. C. Whiteford and Francis Pidgeon, Jr., of S. L. M's.....	60 00
Syracuse, Stranger, on Lock.....	7 00
Sales by I. Starks.....	4 00
Union Springs, S. S. Pres. ch. for lib'y.....	20 00
M. E. ch.....	2 23

NEW JERSEY.

Elizabeth, "W. J. M." for lib'y.....	20 00
Irvington, Ref. ch. A. L. Bassett, and J. Van Riper, for lib'y.....	20 00
Montclair, Cong. ch. for lib'y.....	20 00
Perth Amboy, D. Selover.....	2 00

PENNSYLVANIA.

Allentown, Theresa S. Weaver, for lib'y.....	20 00
Philadelphia, Two Friends for lib'y.....	20 00

OHIO.

Bellbrook, D. Holmes.....	5 00
A. Holmes.....	1 00
J. Gest.....	1 00
Cleveland, Mrs. T. P. Handy, for lib'y.....	20 00

ILLINOIS.

Ontario, Knox Co., S. S. Cong. ch. for lib'y.....	20 00
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IOWA.

Green Mountain, Cong. ch.....	10 00
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January,

Published by the American Seamen's Friend Society.

1873.

THE LIGHT HOUSE.

William Grey was staying a week in the month of November with his uncle, by the seaside. One stormy night he took him outside the front door when the waves were dashing against the cliff, and the foam from them was driven before the wind. The clouds were thick and dark, and the wind was howling.

It was ten o'clock at night, but William did not like to go to bed, because of the storm.

"What is that?" he said, pointing out to sea.

"It is a light," the boy answered.

"Yes, it is the light-house, and I will tell you what it is placed there for; it is placed there to warn the poor sailors that there are rocks all round. If they pay attention to the light, they will keep away from danger. The one who is in the light-house is safe, and he it is who puts the light there, and knows all about the danger.

"When I look at the light-house, it reminds me of God's word. Christ points us to the Scripture, which is spoken of as a light unto my feet, and a lamp unto my path. If you attend to this light, William, it will point out all the dangers of this life; and though storms may arise, and Satan may try to keep you in darkness, yet, if you take God's word as your

guide, you will be steered safely into the harbor. And what does the Bible say? To whom does it point you?"

"To Jesus, Uncle."

"Yes, to Jesus Christ, who gave His life a ransom for many.

"The poor sinner without Him must sink into a gulf of darkness and woe, but the one who goes to Jesus feeling his need of such a Saviour, and trusting in His power and willingness to save, will find peace and happiness in Him in a world where sorrow and trial are sure not to come.

"Come in-doors, and I will tell you what I once heard of a wicked, cruel captain, who was sailing in a vessel on the seas, when he heard a bell. He asked his men what it was, and they told him that a good old man had fastened that bell on to a dangerous rock, and that it floated and swung on the waves, and whenever sailors heard the sound, they knew they were near to it, and steered their vessels another way.

Now, this wicked man was in the habit of robbing vessels on the seas. He was very glad when there was a storm, for he hoped ships would be driven on the rocks and wrecked; so when he heard about the bell he laughed, and told his men to put out one of the small boats

Libraries Refitted, and Reshipped in New York.

No. 1,369, on schr. *Lottie*, for Neuvinas ; No. 1,824, on schr. *H. Tabor*, for Indianola ; No. 1,948, on schr. *Martha Maria*, for St. Domingo ; No. 2,167, on brig *Leonora*, for Laguira ; No. 2,202, on schr. *L. F. Warren*, for Demerara ; No. 2,328, books read with interest, gone to Porto Rico, on brig *Crescent* ; No. 2,549, all read with good results, gone to Indianola, on schr. *M. Woodhull* ; No. 2,782, on brig *V. H. Hill*, for Pernambuco ; No. 3,037, on brig *Sportsman*, for Key West ; No. 3,061, on schr. *J. A. Rider*, for Indianola ; No. 3,124, on bark *Imogene*, for Rotterdam ; No. 3,216, on brig *E. P. Stewart*, for Cienfuegos ; No. 3,260, on schr. *M. Webster*, for Indianola ; No. 3,269, on brig *Uruguay*, for Pernambuco ; No. 3,338, on schr. *E. M. Wright*, for New Orleans ; No. 3,465, on brig *Napier*, for Cuba ; No. 3,565, books read and appreciated, gone to New Orleans, on schr. *Bennington* ; No. 3,629, been two voyages, books were read with interest and profit, gone to Europe, on bark *Sague-nay* ; No. 3,653, on bark *Argo*, for Antwerp ; No. 3,822, books were much read, and were the means of good, gone to Rio Janeiro, on bark *P. C. Warwick* ; No. 3,871, on schr. *M. Freeland*, for New Orleans ; No. 3,892, on brig *Antelope*, for Matanzas ; No. 3,912, on brig *E. Rowe*, for West Indies ; No. 3,954, books read and appreciated by officers and crew, gone to Buenos Ayres, on schr. *J. Simonson* ; No. 4,129, books were the means of much good, gone to Mobile, on brig *Martha* ; No. 4,155, returned with the thanks of the captain, who says that the books are the means of good to all who read them, gone to New Orleans and Europe, on the bark *Brothers*.

Libraries Refitted, and Reshipped at Boston, Mass.

No. 170, read with much interest, and now put on Coast Light Boat ; No. 1,509, "all books read," gone to sea on schr. *Onrest*, 7 men ; No. 2,281, all the books

read, and now sent to Coast Light Boat ; No. 3,029, returned from Gibraltar, refitted, and sent to Coast Light Boat ; No. 3,092, "books read with much interest, all profanity ceased among the crew, and much thoughtfulness, one man hopefully converted,"—gone to sea on brig *M. Adams*, 7 men ; No. 3,383, returned in good condition, books much read, now on Coast Light Boat ; No. 3,609, "books have been very instructive, and the sailors have enjoyed reading them, especially upon the Sabbath,—enclosed find \$5 for the benefit of the Society,—A. D. Headly, Master bark *Autocrat*,"—gone to West Indies on bark *Rosa*, 12 men ; No. 3,745, "books read with great interest, and much good accomplished," gone to sea on bark *Aurelia*, 10 men, for Rio Janeiro, S. A. ; No. 3,782, returned from Coast of Africa, and much good done, gone to sea on bark *A. Houghton*, 10 men, for Africa ; No. 3,853, "books all read by captain and crew," gone to West Indies, on schr. *Jefferson*, 9 men : No. 3,986, has been much used, gone to sea on brig *Percees*, 8 men ; No. 4,109, gone to New Orleans, on bark *D. M. Bills*, 10 men.

Incidents and Letters Concerning Library Work.

Rev. S. W. Hanks, at Boston, reports of libraries Nos. 2,074, and 4,076, which were sent to Labrador,—that they "have been read with great interest among the families of seamen."

Good News in the Bible.

HERE's a message of love,
Come down from above,
To invite little children to heaven ;
In God's blessed Book
Poor sinners may look,
And see how all sin is forgiven.

For there they may read
How Jesus did bleed,
And died for His dear little ones ;
How clean He first makes them,
And afterward takes them
To be His own daughters and sons.

And then when they die,
He takes them on high,
To be with Him in heaven above ;
For so kind is His heart,
That He never will part,
From a child that has tasted His love.

“For Charlie’s Sake.”

One day a soldier came into the office of Judge — poorly clad, his face bearing the deep lines of suffering. The judge, pretending not to notice him, went on with his work. The soldier fumbled in his pocket a long time, and then said, in an uncertain, disappointed voice, as if he saw he was unwelcome, “I *did* have a letter for you.” The judge, acting against the promptings of a warm, generous heart, for he was busy and did not want to be interrupted, made no reply. Presently a thin, trembling hand pushed a note along the desk. The judge raised his head, and was about to say, “I have no time for such matters,” when he saw the writing was that of his own son, a soldier in the army. He took up the note, which read thus: “DEAR FATHER: The bearer of this is a soldier discharged from the hospital. He is going home to die. Assist him in any way you can, *for Charlie’s sake.*”

All the tender feelings of his heart gushed out. As he afterwards said: “I took the soldier to my heart for Charlie’s sake. I let him sleep in Charlie’s bed. I clothed him and supplied him with every comfort, for the sake of my own dear boy.”

Ah, yes, and so God will never turn the poor and needy away without a blessing, for his dear Son’s, for Jesus’ sake. Come in his name, and you will always find a welcome.

The Unselfish Sailor Boy.

A little sailor boy, named Ned, once took with him on shipboard a kitten for a pet. Sailors are very fond of having such little pets that remind them of home, and of the dear ones there. So Ned had no difficulty in making friends for his kitty. But in the course of the

voyage a fearful storm overtook them. The ship sprung a leak, and was likely soon to go down. A boat was lowered into the foaming sea, and little Ned was about to step into it, when he thought of his kitten. There was no selfishness about him, and he could not think of leaving her to go down in that terrible storm. So he rushed into the fore-castle to find her; when he came back the boat was gone. Pretty soon another boat was lowered, and made ready, and into this went little Ned and his kitten. Now it happened so that out of the several boats that left the ship, this was the only one that was saved. The one in which he first intended to go, and in which he would have gone if he had been a selfish boy, and had not cared for his kitten, was lost, and all on board of it perished. If Ned had been a selfish boy he would have perished too. But there was no selfishness about him, and that saved his life. Here we see what selfishness is.

My Mother’s Friend.

A LITTLE CHILD who had just lost her mother, was once asked, “What do you do without a mother to tell your troubles to?”

She sweetly said, “I go to the Lord Jesus. He was my mother’s Friend, and He’s mine.”

When she was asked if she thought Jesus Christ would attend to her, she replied:

“All I know is, *He says He will; and that’s enough for me.*”

What a beautiful answer. What was enough for this child, is enough for all.

American Seamen’s Friend Society.

W. A. BOOTH, *President.*
S. H. HALL, D. D., *Cor. Sec. & Treas.*
L. P. HUBBARD, *Financial Agent,*
80 WALL STREET, N. Y.

OFFICES }
AND }
ADDRESS } Rev. S. W. HANKS, 13 Cornhill, Boston,
Rev. H. BEEBE, New Haven, Ct.

LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a life Director.

FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall-street, N. Y., and 13 Cornhill, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman-street.

SAVINGS BANK FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 78 Wall-street and 189 Cherry-street, and Boston, Tremont-street, open daily between 10 and 3 o'clock.

SAILORS' HOMES

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry-street.....	Amer. Sea. Friend Society..	Fred'k Alexander.
153 Thompson street, (colored).....	" " " "	W. P. Powell.
BOSTON, 99 Purchase street	Boston " " "	{ Capts. Henry & Robert Smith.
PHILADELPHIA, 422 South Front street..	Penn. " " "	Capt. J. T. Robinson.
WILMINGTON, cor. Front and Dock sts..	Wilm. Seamen's Fr'nd Soc'y.	Capt. W. J. Penton.
CHARLESTON, S. C.....	Charleston Port Society....	Capt. Jno. McCormick.
MOBILE, Ala.....	Ladies' Sea. Friend Society..	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.....	" " " "	" " " "
HONOLULU, S. L.....	Honolulu " " "	Mrs. Crabbe.

INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl street.....	Epis. Miss. Soc'y for Seamen	Charles Blake.
334 & 336 Pearl street.....	Private.....	
4 Catharine Lane, (colored).....	do	G. F. Thompson.
45 Oliver street.....	do	Christ. Bowman.
66 do do	do	Charles G. Auffarth.
BOSTON, N. Square, "Mariners House"	Boston Seamen's Aid Soc'y.	N. Hamilton.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	David Isley.
BALTIMORE, 65 Thames Street.....	Seamen's Union Bethel Soc'y	Edward Kirby.

MARINERS' CHURCHES.

LOCATION.	SUSTAINED BY	MINISTERS.
NEW YORK, Catharine, cor. Madison st.	New York Port Society.....	Rev. E. D. Murphy.
Cor. Water and Dover streets.....	Mission " " "	" " " "
275 West street.....	" " " "	" B. F. Millard.
Foot of Pike street, E. R.....	Episcopal Miss. Society.....	" Robt. J. Walker.
Foot of Hubert street, N. R.....	" " " "	" H. F. Roberts.
Open air Service, Coenties Slip....	" " " "	" " " "
Swedish and English, pier 11, N. R.	Methodist.....	" O. G. Hedstrom.
Oliver, cor. Henry street.....	Baptist.....	" J. L. Hodge, D. D.
Cor. Henry and Market sts.....	Sea and Land, Presbyterian.	" E. Hopper, D. D.
BROOKLYN, 8 President street.....	Am. Sea. Friend Society.. }	" E. O. Bates.
BUFFALO.....		" O. Helland.
ALBANY, Montgomery street.....	Methodist.....	" P. G. Cook.
BOSTON, cor. Salem and N. Bennet sts..	Boston Sea. Friend Society..	" John Miles.
North Square.....	Boston Port Society.....	" S. H. Hayes.
Cor. Commercial and Lewis streets	Baptist Bethel Society.....	" Geo. S. Noyes.
Richmond street.....	Episcopal.....	" H. A. Cooke.
PORTLAND, ME. Fore st. nr. Custom H.	Portland Sea. Frn'd Soc'y..	" J. P. Robinson.
PROVIDENCE, R. I., 52 Wickenden st...	Prov. Sea. Friend Society..	" F. Southworth.
NEW BEDFORD.....	New Bedford Port Society..	" C. M. Winchester.
PHILADELPHIA, cor. Front & Union sts.	Presbyterian.....	" J. D. Butler.
Cor. Shippen and Penn streets.....	Methodist.....	" Vincent Group.
Catharine street.....	Episcopal.....	" William Major.
Front St. above Navy Yard.....	Baptist.....	" W. B. Erben.
BALTIMORE, cor. Alice and Anna streets.	Seamen's Un. Bethel Soc'y..	" Joseph Perry.
Cor. Light and Lee streets.....	Baltimore, S. B.....	" Francis McCartney
NORFOLK.....	American & Norfolk Sea. }	" R. R. Murphy.
CHARLESTON, Church, nr. Water street	Friend Societies }	" E. N. Crane.
SAVANNAH.....	" " " "	" Wm. B. Yates.
MOBILE, Church street, near Water...	" " " "	" Richard Webb.
NEW ORLEANS.....		L. H. Pease.

AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York.

ORGANIZED, MAY, 1823—INCORPORATED, APRIL, 1833.

WILLIAM A. BOOTH, Esq., *President.*

CAPT. NATH'L BRIGGS, *Vice President.*

Rev. S. H. HALL, D. D., *Cor. Sec'y and Treas.*

L. P. HUBBARD, *Financial Agent.*

OBJECTS. 1.—To improve the social, moral and religious condition of seamen ; to protect them from imposition and fraud ; to prevent them from becoming a curse to each other and the world ; to rescue them from sin and its consequences, and to SAVE THEIR SOULS. 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c, and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the SAILORS' MAGAZINE and SEAMEN'S FRIEND, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the SEAMEN'S FRIEND, is gratuitously furnished to chaplains and Missionaries for distribution among seamen and others. The Society also publishes the LIFE BOAT for the use of Sabbath-schools.

3.—LOAN LIBRARIES, composed of carefully selected, instructive, and entertaining books, put up in cases containing between forty and fifty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it. (2) It places the library in the fore-castle—the sailors' own apartment. (3) It contemplates a connection between the missionary and the individual who furnishes the instrument with which he works. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted ; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, is 4,200, containing 185,000 volumes. Calculating frequent re-shipments, they have been accessible to probably 180,000 men. Over seven hundred hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of SAILORS' HOMES, READING ROOMS, SAVINGS' BANKS, the distribution of BIBLES, TRACTS, &c.

The SAILORS' HOME, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 78,000 boarders. This one Institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. Thirty dollars makes a Life-Member ; One Hundred dollars a Life Director. The SAILORS' MAGAZINE is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.